

A fast four-seater—the Percival Vega Gull, shown here with a Series II Gipsy Six and v.p. airscrew.



described as a machine designed by, and for, the enthusiastic amateur. Actually, five brothers, each a pilot, may be said to have had some part in working out the specification, and the machine may, consequently, be expected to satisfy at least some of the ideals of some of the prospective pilots in this country.

The machine is a cantilever low-wing machine with the two occupants arranged in tandem, and it is to some extent unique in that it has been designed to be flown from the front seat whether or not a passenger is carried. Since the front seat is almost directly over the leading edge, the pilot's view is exceptionally good. The original version of the machine was arranged with full cockpit enclosure, but later versions may be of the more conventional separate-cockpit design, according to the demands of the purchaser. The engine at present fitted is a Pobjoy Niagara III, which gives it a remarkably wide speed range. Flaps are, of course, fitted, and these are of the split type and are mechanically operated. The structure in general is quite straightforward with a single main box spar for the wing and a ply-covered box structure for the fuselage.

**SPECIFICATION:** Span, 34ft.; length, 23ft. 3in.; all-up weight, 1,400 lb.; weight empty, 950 lb.; maximum speed, 130 m.p.h.; cruising speed, 115 m.p.h.; landing speed, 38 m.p.h.; initial rate of climb, 800ft./min.; range, 450 miles; price, £750. **Makers:** Moss Brothers Aircraft, Ltd., Chorley, Lancs.

### PERCIVAL

NOW that pilots are becoming accustomed to the use of such items of necessary equipment as split flaps and v.p. airscrews, a high-efficiency machine such as the Vega Gull can no longer be considered as one solely for the expert.

This best known of the Percival range is the descendant of a line of Gulls which originally carried two passengers and a pilot. The Vega Gull carries four people and their luggage at a cruising speed, with a Series II Gipsy Six and flying at optimum altitude, of 170 m.p.h. At lower levels the necessity for keeping the boost pressure and the fuel consumption within reasonable limits somewhat reduces this speed, but even at 1,000ft. or so the machine can still be cruised at 150 m.p.h.

As far as the internal arrangements are concerned, there is plenty of leg room both in the front and the rear seats, and there is a wide door on each side. To some extent a machine such as the Vega Gull must obviously be treated as one would treat any fairly large aeroplane, but there is nothing difficult or unusual about its flying characteristics, and anyone with a reasonable amount of flying experience would find no difficulties. The figures given below are those for the Series II-engined type, but the Vega Gull is, of course, still available in its original form with a fixed pitch airscrew.

**SPECIFICATION:** Span folded, 16ft.; length, 25ft. 4in.; all-up weight, 3,250 lb.; weight empty, 1,740 lb.; maximum speed, 175 m.p.h.; cruising speed, 170 m.p.h.; landing speed, 45 m.p.h.; range, 660 miles; price, £1,995.

Additionally, the standard Gull is still available with either Gipsy Major or Gipsy Six engine, and this machine is now fitted with flaps. Even with a Major engine, the three-seater Gull cruises at 133 m.p.h.

For the competition pilot or for one who wishes to transport himself with quite a fair amount of luggage at a very high speed from here to there the Mew Gull is, of course, still available. In

its latest form, with a Series II engine, the Mew Gull will cruise at 225 m.p.h. at 6,000ft., and the range at this speed with normal tankage arrangements is nearly 900 miles.

More recently Percivals have produced a high-efficiency twin-engined type, and, though this machine is rather outside the scope of what is generally known as a light aircraft, it would make an admirable machine for luxury ownership. In fact, at least two of these machines have already been sold for that purpose. The standard equipment includes a free gyro panel and full electrical equipment, including landing lights, generator, and electric starters. The machine is ready bonded. The figures below are those for the Q6 with Series II Gipsy Six engines and v.p. airscrews.

**SPECIFICATION:** Span, 46ft. 8in.; length, 32ft. 3in.; all-up weight, 5,100 lb.; weight empty, 3,200 lb.; maximum speed, 195 m.p.h.; cruising speed (at 7,000ft. with retractable undercarriage), 183 m.p.h.; landing speed, 58 m.p.h.; rate of climb, 1,150ft./min.; range, 750 miles; provisional price, £4,550. **Makers:** Percival Aircraft, Ltd., 20, Grosvenor Place, London, S.W.1.

### POBJOY-SHORT

ALTHOUGH it has been on the market for a number of years and has put up creditable showing in the hands of various operators, the Short Scion never appears to have interested the private owner to any great extent. Possibly the fact that it is so essentially an economical ferry or feeder-line type has prevented the owner from noticing its special possibilities. Nevertheless, there would be no difficulty in removing the five seats which are normally fitted

The Pobjoy-Scion, a twin-engined feeder line type with private-owner possibilities.

